

WHAT IS CLAIMED IS:

1 1. An aircraft comprising a body having an approximate
2 circular cross section, an inner wall surface of said body, a floor
3 provided within said body and a plurality of seats provided in array on
4 said floor, wherein at least a first seat immediately adjacent to said
5 inner wall surface out of said plurality of seats is arranged obliquely
6 toward a central side of said body relative to a proceeding direction of
7 said body.

1 2. An aircraft as claimed in Claim 1, wherein a second seat on a
2 side of said first seat also is arranged obliquely toward the central side
3 of said body relative to the proceeding direction of said body.

1 3. An aircraft as claimed in Claim 2, wherein oblique angles of
2 said first and second seats relative to the proceeding direction of said
3 body are different from each other.

1 4. An aircraft as claimed in Claim 3, wherein the oblique angle
2 of said first seat is set larger than the oblique angle of said second seat.

1 5. An aircraft comprising a body having an approximate
2 circular cross section, an inner wall surface of said body, a floor
3 provided within said body and a plurality of seats provided in array on
4 said floor, wherein at least a seat immediately adjacent to said inner
5 wall surface out of said plurality of seats is arranged obliquely relative
6 to a proceeding direction of said body so that when a passenger sits on
7 said seat, predetermined clearances relative to said inner wall surface
8 are formed around a head portion and foot portion of said passenger.

6. An aircraft as claimed in Claim 5, wherein each of said plurality of seats has a baggage receiving portion provided below a seat in immediate front thereof and the baggage receiving portion of the seat immediately adjacent to said inner wall surface and the baggage receiving portion of a seat on a side of the seat immediately adjacent to said inner wall surface are arranged so as not to interfere with each other.

7. A vehicle, movable with a plurality of passengers received therein, comprising a body forming an outer shell of said vehicle, an inner wall surface of said body and a plurality of seats provided in array within said body, wherein at least a first seat immediately adjacent to said inner wall surface out of said plurality of seats is arranged inwardly obliquely relative to said body.

8. A vehicle as claimed in Claim 7, wherein said first seat and a second seat on a side of said first seat are arranged so that passengers sitting on said first and second seats do not interfere with each other on their shoulders.

9. A vehicle, movable with a plurality of passengers received therein, comprising a body forming an outer shell of said vehicle and a plurality of seats provided in array within said body, wherein mutually adjacent seats out of said plurality of seats are arranged so that an interval between rear end portions of said mutually adjacent seats is larger than an interval between front end portions of said mutually adjacent seats.

10. A vehicle seat arranging method for arranging a plurality of

seats in array within a body forming an outer shell of a vehicle,
comprising the steps of:
deciding an arrangement angle relative to said body of at least a
first seat immediately adjacent to an inner wall surface of said body out
of said plurality of seats so that when a passenger sits on said first seat,
predetermined clearances relative to the inner wall surface of said body
are formed around a head portion and foot portion of said passenger
and
deciding, based on the arrangement angle of said first seat, an
arrangement angle of a second seat on a side of said first seat.

11. A vehicle seat arranging method as claimed in Claim 10,
wherein the arrangement angles of said first and second seats are
decided so that a baggage receiving portion of a predetermined size
positioned below a seat in immediate front of said first seat and a
baggage receiving portion of a predetermined size positioned below a
seat in immediate front of said second seat do not interfere with each
other.

12. A vehicle seat arranging method as claimed in Claim 10 or
11, wherein the arrangement angles of said first and second seats are
decided so that passengers sitting on said first and second seats do not
interfere with each other on their shoulders.